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page 284, is the footnote, "Beginning of volume II," but no corresponding number appears on the page. Again, in volume VI, page 31, at the bottom of the text is the figure "2," presumably for a note on West Florida, which the number follows, but no note is given. In volume III, page 363, one reads "one hundred 7 25 per cent." This is "an hundred and 25 per cent" in the copy of the letter in the library of congress (Jefferson papers. Letters to Jefferson, second series, 19: no. 47).

It is unfortunate that Mr. Rowland, in making available to students of American history and government so important a set of documents as the *Claiborne letter books*, did not greatly enhance the value of his contribution by making use of the archives in Washington, or at least by indicating where the missing papers were to be found; yet, despite its discrepancies, the edition of the *Claiborne letter books* will form a valuable mine of material for the investigator of American institutional government as well as for the history of the expanding southwest.

EVERETT S. BROWN

*State regulation of railroads in the south.* By Maxwell Ferguson, A.M., LL.B., sometime university fellow in political science, Columbia university, instructor in economics, Vassar college. [Studies in history, economics and public law, edited by the faculty of political science, Columbia university, whole no. 162, vol. LXVII, no. 2] (New York: Columbia university, London: P. S. King & Son, limited, 1916. 228 p. \$1.75 net)

This monograph is confessedly fragmentary, being a small part of a much larger work planned by its author, and it is offered in its present form as an encouragement to students in southern colleges to undertake intensive studies of railway regulation in each of the states of the south. If the volume achieves this purpose its publication will be justified, but it falls short of meeting the needs of a serious student of the railway problem. "The south," as used in this study, refers to the territory south of the Ohio and east of the Mississippi rivers; and the states of Arkansas, Texas, Maryland, and Missouri are therefore omitted.

In the first three chapters Mr. Ferguson discusses the chief provisions in the early railway charters, in the early general railway laws, and in the present state constitutions. He then analyzes and classifies railway legislation and finds that this has been voluminous but "distressingly incomplete," with scant attention to some of the most important phases of the problem. He notes a growing tendency toward increasing the powers of state railway commissions, toward regulating the service, and toward legislative, rather than commission control over rates. The development of the commissions is traced historically, with a separate chapter for each of eleven states, and the work is

brought to a close with a summary and survey of the present commission situation.

Mr. Ferguson concludes that for many years it was an open question whether the majority of southern commissions did not do more harm than good, but that within the past decade there has been a decided improvement, both in the efficiency of the commissioners and in the general attitude of the railway managers toward the question of public control. The commissioners, however, still manifest a regrettable tendency to adjust intrastate rates so as "to favor their own jobbers and producers at the expense of those of adjoining States." Moreover, they have been hampered in their work by meagre appropriations and their attempts at regulation have in general been neither expert nor intelligent. A saving feature of the situation is the steady decline of state in favor of federal regulation, as the volume of interstate traffic increases in relative importance.

The railway problems are discussed wholly from the administrative viewpoint, and it is to be hoped that other phases of these problems, such as the promotion, consolidation, and reorganization of southern railway systems, state aid (especially in the reconstruction period), and the conflict of state and federal jurisdictions, will be fully developed in the more elaborate treatise promised by the author.

WILLIAM O. SCROGGS

*Wage bargaining on the vessels of the great lakes.* By H. E. Hoagland, Ph.D., instructor in economics, University of Illinois. [University of Illinois studies in the social sciences, volume VI, number 3] (Urbana: University of Illinois, 1917. 123 p. \$1.50)

This monograph consists of five chapters and three appendices. The chapter headings — Beginnings of organization, Growing concentration, Trade agreements, Disruption of the unions and open shop — indicate the various aspects discussed. The appendices — Wage bargaining on Lake Erie docks, Grain handlers' agreements, Wage bargaining in the lumber carrying industry — are short studies made while the writer was in the employ of the United States commission on industrial relations.

The study points out the general disorganization of labor and capital on the vessels of the great lakes previous to 1870, and after that date the conditions which made organization inevitable. Throughout the early period the captain either owned the vessel or at any rate was master of it. He acted independently of all other captains, and made the best terms he could with labor which though unorganized nevertheless because of scarcity received a high wage. The changed conditions after 1870 were due (1) to the building of the Sault Ste. Marie canal by the United States government, (2) to the increase in the shipment of iron ore,